

US 41 at Elkhorn Rd Intersection Improvement Project, DES NO. 1800224
Public Comment Summary and Response

Comment ID	Name & Organization	Comment Summary	Comment Category	Response
ME_1	Mark O. Eslinger	<p>The plan to add a J-Turn at the intersection of US41 and Elkhorn Road is a wrong decision. All traffic to and from the Vincennes Industrial Area should be routed to Decker Road and to/from the cloverleaf interchange with US 41. Access to US41 should be by this interchange. Access to US41 from Elkhorn Road and the Industrial Park Boulevard should be closed off. The goal should be to make US 41 a limited access highway, an interstate highway. US 41 in Wisconsin from Milwaukee to Green Bay has been upgraded to interstate standards. An interstate highway is much safer than a four-lane highway with cross traffic. It is difficult to understand why INDOT wishes to add a J-Turn when a cloverleaf interchange is about one mile away. My grandmother died when the car she was a passenger in crossed US41 near Oshkosh, Wisconsin, and was struck by a vehicle on US41. This was years ago when US41 was as it is here in Knox County, IN, a dangerous highway. Now in Wisconsin this could not happen.</p>	Alternative Selection	<p>The US 41 and Elkhorn reduced conflict intersection is designed to improve the safety and traffic flow of the corridor.</p> <p>The crash history at this intersection shows a high frequency of “right angle” or “left turn” crashes. Most of these incidents have occurred from westbound traffic with southbound traffic, and from eastbound traffic with northbound traffic. The proposed intersection configuration will eliminate the highest crash frequency conflict points without impacting the mobility of the residents and businesses that rely on Elkhorn Road to access US 41.</p> <p>Additionally, there are plans for future business development in this area that will benefit from having access to US 41 via Elkhorn Road.</p>

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ME_2	Mark O. Eslinger	<p>I also do not understand why Industrial Park Boulevard will remain as is. Someone who does not wish to use the J-Turn only needs to drive south to Industrial Park Boulevard and cross US 41 with no J-Turn. Why use Elkhorn Road when Industrial Park Boulevard is open? Is this to make it easier for personnel at INDOT to access US41? People will die because of the decision to provide access to US41 by Elkhorn Road and the Industrial Park Boulevard. Please do the prudent thing and close of Elkhorn Road and the Industrial Park Boulevard and route traffic to the cloverleaf interchange with US41. This is the safe thing and the right thing to do.</p>	Intersection Operation- Large & Heavy Vehicles	<p>Lighting will be installed at the intersection of US 41 and Industrial Park Boulevard, which will greatly improve nighttime visibility. Additionally, INDOT will continue to monitor the traffic flow at the intersection of US 41 and Industrial Park Boulevard once the US 41 and Elkhorn RCI is constructed.</p> <p>An RCI reduces the number of right-angle conflict points from the current traditional intersection and has been found to reduce serious and fatal crashes when constructed at similar locations on Indiana roadways.</p> <p>Since 2015, INDOT has installed seven RCIs at four-lane highway intersections in Indiana. These intersections have shown a substantial decrease in fatal and serious injury crashes since RCI installation.</p> <p>INDOT has conducted performance analyses of crashes at each RCI, comparing pre-construction crash rates and severity with post-construction data over similar time periods, ranging from 1½ to 5 years.</p> <p>In overall effectiveness, INDOT’s analysis showed that the seven RCIs:</p> <ul style="list-style-type: none"> • Reduced fatal and injury crashes by an average of 81%. • Reduced property-damage crashes by an

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				<p>average of 58%.</p> <ul style="list-style-type: none"> • Reduced crashes of any severity by an average of 68%. <p>INDOT's analysis showed a dramatic reduction in fatal and injury vehicle crashes at each RCI:</p> <ul style="list-style-type: none"> • Fatal and injury crashes at each intersection declined between 64% and 100%. • Property-damage crashes at each intersection ranged from No Change to 100% reduction. • All crashes of any severity at each intersection declined between 38% and 100%. <p>An RCI is the most cost-effective solution to this transportation problem that addresses the need of the project.</p>